is generally assessed for five year period coinciding with Five Year Plansi and actual pifccurfemant is done on year to year assessment made at th$_e$ time of formulation of Annual Plans. The Eighth Five Year Plan (1992-97) is presently undergoing mid-term revision.

EleetriacatM offl Railway Routes

2231. SHRI RAHASBIHARl BARER: Will the Minister of RAILWAYS be pleased to state:

(a) the routes under different Zonal Railways which have not been electrified so far;

(b) whether Government propose to electrify those routes;

(c) if BO the year by which each and every railway route in the country is likely to be electrified;

(d) the projections made in this regard for Eighth Five Year Plan, and

(e) the details thereof?

■KAM.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Railway-wise position of electrification as o$_n$ 31.3.1994 is as under;-

S.	Railways	Total Foute Kms	Electri-fied	Balance
1.	Central	7076	2858	4218
2.	Eastern	4303	1366	2937
3.	Northern	10995	942	10053
4.	North Eastern	5131	..	5131
5.	Northeast Frontier	3858	..	3858
6.	Southern	7009	968	6041
7.	South Central	7218	1064	6154
8.	South Eastern	7161	2802	4359
9.	Western	9735	1793	7942
	TOTAL	62486	11793	50693

(b) and (c) The route which qualify for lectrification bared on the traffic densi.y would be taken up subject to availability of resources and relative priority from the operational point of view.

(c) and (d) As on 1-4-1994; electri-*m* works are in progress on 3333 RKMs. on the sections out of which the followings 1716 RKMs, are planned fo$_r$ completion during the remaining three years of the VHI Plan:

	Section	Route kms.
1.	Balance work of-Sonnagar-Patratu	180
2.	Gumia-Patratu	72
3.	Balance work of-Delhi-Ambala-Indhians	270
4.	Part of-Vijayawada-Visakhapatnam	250
5.	Bandel-Katwa	105
6.	Part of Erode-Palghat-Ernakulam	155
7.	Bokaro Steel-Hatia	260
8.	Branch lines	162
9.	Part of-Siarampur-Mughalsarai	262

Repair of Coaches

2232. SHRl BHAGABAN MAJHI: Will .he Minister of Railways be pleased to state:

(a) whether it is a fact that a large number of coaches have become old, outdated and damaged;

(b) if so, the estimated number of such coaches;

(c) the steps take$_n$ to repair and replace such coaches; and

(d) the details thereof?

TPIE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) nnd (b) No, Sir. Some coaches which have crossed their codal life are being retained in service only after ensuring the requisite standards. The number of such coaches used for passenger traffic are as follows:-

	Nos.	% to total holding
BG	643	3%
MG	1237	18.8%

(c) and (d) Ssheduled maintenance of coaching stock, including periodical overhaul^ is laid down and all coaches undergo maintenance as per this,

Replacemnet of such coaches is a continuous process depending upon the techno-economic review and availability of stock from our Pro. duction Units.

..Working Expenses/Earnings of . Railways

2233. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS bo plsesed to state:

(a) what were the working ex penses of Railwavs during the last three years, year-wise;

(b) what income was earned by Railways during the same period;

(c) whether Railways are facing various proble ms as a result of widening gap between expenditure and income;

(d) wh.etb.er due to this liquidity problem Rai]kay$_s$ have to borrow to pay salaries; and